

CITY ENGINEERING TIMES

Free

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WalkWorks '95

In 1995, *WalkWorks*, the City's sidewalk replacement program, was expanded to the entire city.

This was the fourth year for the program which was previously limited to the specific areas of the city. The *WalkWorks* program was designed to encourage property owners to replace unsafe, deteriorated sidewalks. Property owners paid \$6 per lineal foot of sidewalk to participate in the program (less than half the total cost).

This year's *WalkWorks* program replaced 5868 lineal feet of sidewalks across 91 residential lots. The total cost of the program was \$95,327.84 with property owners contributing \$39,210.00. Included in the *WalkWorks* program was the installation of 32 new curb ramps in conformance with the Americans with Disabilities Act.

The project was split into seven neighborhood phases constructed by North Contracting, Mass Construction, Stoner's Concrete Finishing, Meshberger Construction, and Roberts Asphalt. The work was completed in December.

In the 4 year life of the *WalkWorks* program, 24,000 feet of sidewalks have been replaced across nearly 300 residential lots and over 130 curb ramps have been installed.

The *WalkWorks* program is expected to continue in 1996 with applications due in February.

Central Avenue

The widening and reconstruction of Central Avenue from National Road to Rocky Ford Road began in July. Milestone Contractors, of Columbus, submitted the low bid of \$1,250,953.45. The project entails widening the street to four lanes, installation of curbs and storm sewers, construction of sidewalks including curb ramps, and the installation of streetlights. On November 22, the street was reopened for traffic for the winter. Crews will finish the paving, the installation of sidewalks, and the reconstruction of the Rocky Ford Road intersection next spring. Trees and grass will also be planted next spring.

Previous phases of the project include:

- ▶ 17th Street intersection reconstruction - 1985.
- ▶ 25th Street Intersection reconstruction - 1988.
- ▶ Widening from 10th Street to 25th Street - 1992.

The final phase, widening from Rocky Ford Road to Bakalar Drive, is schedule for a bid opening in March, 1996 with completion expected in November.

Central Avenue carries approximately 16,000 vehicles per day.

Funding of this project is 80% federal gas tax revenue and 20% local money.

In October, the City offered a tree planting program to the home owners along this section of Central Avenue. As a result 27 new trees will be planted next spring to replace some of the trees removed due to construction.

Chestnut Street Extension and Storm Sewer

After many years of planning and discussion, Chestnut Street was extended from 2nd Street to 3rd Street. The project included the construction of a major storm sewer trunk line and outfall structure. The project was constructed by Milestone Contractors at a cost of \$457,180. The new street was opened to one way northbound traffic in July. Further extension of the storm sewer trunk line is included in the five-year capital improvement plan beginning in 1997.

37th Street Storm Sewer Extension

The flooding of the intersection of 37th Street and Washington Street caused by the extremely heavy rainfall on June 26, 1994, prompted the Board of Public Works and Safety to contract with SIECO, Inc. to examine the drainage system in that area. SIECO recommended the installation of an additional storm sewer line and inlets.

Bids for the construction of this new line were opened on December 13, 1994. The \$48,124.50 construction contract was completed by Milestone Contractors on March 29.

Eastridge Manor Storm Sewer

Eastridge Manor was annexed into the City in 1990. The area frequently experienced drainage problems, which became much worse in 1994, according to the residents.

Bids for the installation of a new storm sewer system were opened on December 13, 1994. Dave O'Mara Contracting constructed the project at a cost of \$58,457. The construction was completed in April.

The new storm sewer replaces and diverts an old field tile and is designed to accept some additional runoff when the area west of Eastridge Manor develops.

New Streets Constructed

The construction of new subdivisions and new homes continued at a fast pace in 1995. Forty-one new streets were accepted by the city in eight new subdivisions while construction began in five other subdivisions.

A total of 29,833.04 feet (5.65 miles) were added to the city's street inventory.

The streets accepted by the city are as follows (collector streets noted by *):

| | |
|----------------------------------|-------|
| <u>Windsor Place</u> | |
| Queensbury Drive | 686' |
| Berkdale Drive | 862' |
| Brent Cross Drive | 928' |
| Victoria Avenue | 722' |
| <u>Park Forest Estates North</u> | |
| Peregrine Drive* | 1354' |
| Redhawk Ct. South | 203' |
| Redhawk Ct. North | 341' |
| Kestral Court | 524' |
| Northern Goshawk Dr. | 2042' |
| Bunting Lane | 182' |
| <u>Countrywood Farms</u> | |
| Bridleway Blvd. | 1258' |
| Finchbrook Drive | 469' |
| Thresher Court | 935' |
| Wrenwood Drive | 1188' |
| Hunters Run | 773' |
| <u>Breakaway Trails</u> | |
| Pinewood Drive | 1640' |
| Pawnee Drive | 155' |
| Oneida Court | 115' |
| Parkside Drive* | 1665' |
| Cheyenne Court | 619' |
| Cheyenne Trail | 1197' |
| <u>Flatrock Industrial Park</u> | |
| Long Road* | 1840' |
| Industrial Road | 303' |
| <u>Blackhawk</u> | |
| Redbird Drive | 1192' |
| Blackhawk Drive | 1196' |
| Wren Court | 224' |
| Blackhawk Court | 238' |
| <u>Northlake Woods</u> | |
| Champion Drive* | 1118' |
| Bramblewood Drive | 435' |
| Woodbriar Court | 270' |
| Northwood Drive | 812' |
| Baywood Court | 160' |
| Tipton Lakes Blvd. | 532' |
| <u>Oakbrook</u> | |
| Oakbrook Drive | 2458' |
| Chinkapin Drive | 157' |
| Basswood Drive | 605' |

Additional streets are under construction but have not been accepted in McCullough's Run, Prairie Streams Estates, Flatrock Industrial Park, Westlake Park, and Drive-In Commercial Park.

Drainage Repairs

The City awarded contracts totalling \$58,232 for miscellaneous drainage repairs and improvements in 1995. This work was awarded through a quotation process to four different local contractors.

The 1994 drainage projects included:

| | |
|-----------------------------|----|
| New drywells | 7 |
| Curb Repairs | 8 |
| Storm Sewer Video Survey | 1 |
| New Pipe | 1 |
| New Inlets | 2 |
| Repaired Pipe | 1 |
| Reconstructed Inlets | 27 |
| Cross Gutter Reconstruction | 1 |
| Repaired Manholes | 1 |
| Reconstructed Radius | 2 |
| Street Repairs | 1 |

Talley Rd. Intersection Improved

As part of the McCullough's Run subdivision, improvements have been made to the intersection of 25th Street (SR 46) and Talley Road, the main entrance to the subdivision. The \$44,124 project to add turn lanes and tapers was completed in November by Milestone Contractors.

Islands Added on Goeller Road

In response to complaints of excessive speeds and poorly defined traffic lanes, the city and Tipton Lakes recently installed traffic islands in Goeller Road near Oakbrook Drive. Construction of the islands was completed on December 1.

Carr Hill Road Improvements

In conjunction with The Orchard and Charwood developments, Carr Hill Road is being widened and improved. These improvements coupled with future improvements to the rest of the road will improve access and safety in the area. The Orchard and Charwood widening is scheduled for completion in 1996.

Neighborhood Traffic Concerns

In June, City Engineer David Hayward attended a program entitled "Controlling Neighborhood Traffic" which was attended by 85 other engineers, planners, and police officers from across the nation. Most in attendance agreed that there seems to be a universal desire to "reclaim front yards from the automobile", that is to slow traffic so that people feel safe walking on the sidewalk or working in their front yard. The goal is to have less traffic and slower traffic on residential streets. Seminar topics included traffic engineering studies, getting people involved in the process, various conventional and exotic solutions, retrofitting older residential areas, and designing new subdivisions.

It is much easier to design new subdivisions in a manner that meets these new, universal desires than to retrofit older residential areas. We have been working to make this information available to developers and have used it in our review of proposed subdivisions.

Sandy Hook Area

Residents of Sandy Hook, Hiker Trace, and Edgewood have tolerated heavy cut-thru traffic speeding through their neighborhoods on Jolinda Drive and Waycross Drive. They have submitted petitions and requested enforcement several times without relief. The City Engineer, Police Department, and Community Development Department began meeting with residents in August.

The Board of Public Works and Safety approved a petition in October for all-way stops at three intersections. The engineer's office will conduct before and after studies to determine if cut-thru traffic and speeds are being reduced, and if stop sign compliance was affected. The after studies will be completed in January.

Noblitt Park Neighborhood

Residents of the Lawton Avenue area near Noblitt Park began meeting with the Parks Department in September to discuss various problems in their neighborhood. Preliminary traffic studies have been conducted and traffic signs have been updated. Discussion with the residents are continuing.

Middle Road Contract Awarded

On October 31, 1995, the Board of Public Works and Safety awarded a \$281,400 contract to Milestone Contractors for the extension of Middle Road between Rocky Ford Road and National Road. This project has been discussed for many years. Recently, residential development in the area has increased the demand for this new collector which should relieve some of the congestion on Rocky Ford Road. The new street is expected to be completed in May, 1996.

Rocky Ford Road

Plans for the reconstruction of Rocky Ford Road from Central Avenue to Marr Road have been completed. Those plans will be useful when the remaining property along the routes develops. The project is scheduled for construction in 1997 and 1998 if funding is approved and right-of-way is acquired.

Plans are also being prepared by AECON, Inc. for the section of Rocky Ford Road from Marr Road to Taylor Road and the extension of Taylor Road in conjunction with a county project to replace the bridge on Marr Road at 300N. This project is scheduled for construction in 1999 if funding is approved and right-of-way is acquired.

Terrace Lake Road

On June 12, 1995, a public meeting was held to obtain input on the proposed plans to improve Terrace Lake Road from Shields Drive to Road 200S. Approximately 30 people attended the meeting, most were anxious to see the project completed with several offering good constructive comments. Plans for the project are being prepared by SIECO, Inc.

The project includes the widening of the road, construction of curbs, and cutting down several hills to improve sight distance.

The project is scheduled to be constructed in 1996. Approximately 35 parcels of right-of-way must be acquired prior to construction.

Street Overlay Program

The City's annual street overlay program covered 4.5 miles of city streets this year, approximately 2.3% of City's total street mileage. The overlay work was completed by Milestone Contractors at a cost of \$283,363.08. Also included in this year's program was the raising of manholes and water valves at a cost of \$16,415 and the construction of 12 new curb ramps at a cost of \$5,700. The project also included new thermoplastic pavement markings, which should last for several years, at a cost of \$14,953. This year's project included repairs to sections of River Road, Central Avenue, and Road 50W, which suffered significant damage during last winter's freeze-thaw cycles.

Downtown Parking Plan

The City Council adopted the new downtown parking ordinance on January 3, 1995. That ordinance had been studied by the Downtown Parking Committee for over 2 years and had been discussed at several public meetings. The ordinance was implemented on April 1.

The new ordinance included the removal of all parking meters, an escalating fine structure, monthly leasing of additional parking areas, increased lease rates, and provision of 3-hour parking areas. New computer enforcement equipment is now in use to monitor and identify overtime parking offenses. More than 95 percent of the monthly leased spaces are currently rented by downtown employees. Most downtown businesses have found that it is now easier for their customers and clients to find parking spaces.

The committee has continued to meet to evaluate the plan and to resolve problems that have developed as the plan has been implemented.

The final section of the ordinance to be implemented will be the construction vehicle permitting process. That process will be implemented January 1, 1996.

Although friends had warned us against it, my husband agreed to teach me to drive. One day Greg and I were practicing parallel parking. After numerous attempts and growing frustration, I succeeded in getting our car between two other vehicles. "Honey, how far am I from the curb?" I asked. "Which curb?" he grumbled.

Front Door Project

Construction began in September, 1995 on the first phase the Front Door Project, the reconstruction of I-65 and State Road 46 interchange. Milestone Contractors was awarded the \$23,179,000 contract which includes the construction of a new overpass, reconstruction of the interchange, and the reconstruction of the bridges over the Driftwood River. This first phase is expected to be completed by July 1, 1997.

Construction also began in July on the widening of State Road 46 west of the I-65 interchange. The \$2.4 million contract was awarded to L.P. Cavett of Seymour. The new westbound traffic lanes were constructed this year. Underground utility work will continue during the winter months and the repaving of the eastbound lanes will be completed by June 1, 1996. When the project is completed, State Road 46 will have four lanes from I-65 west to Road 325W (past West Hill Shopping Center).

The remainder of the project, from State Road 11 to I-65 is being readied for construction beginning late in 1996. This portion of the project includes improved lighting, reconstruction of the roadway, installation of medians and left turn lanes, and landscaping and people trails.

Interchange Reconstruction Completed

Reconstruction of the interchange at I-65 and US-31 began in 1994 and was completed in November, 1995. The \$8 million project, constructed by Milestone Contractors, included the total reconstruction of both overpasses and all of the ramps.

The overpass at I-65 and SR58 was also reconstructed during 1995. The \$535,000 project was constructed by Gohmann Asphalt and Construction of Clarksville.

New Second Street Bridge

Plans to construct a new bridge on Second Street (SR46) over the East Fork of White River are being completed for construction to begin in the summer of 1996. The new bridge will carry eastbound traffic and the existing Third Street bridge will be rehabilitated to carry westbound traffic.

What is "Wayfinding"?

"Wayfinding" is just what it sounds like, helping people, especially visitors, to find their way to destinations within our city. The Chamber of Commerce has brought together a diverse group of business people, Visitor Center representatives, and the City Engineer to evaluate our current system (which is virtually non-existent) and how we might improve it. The group is studying ways to provide clear, concise directions to the various destinations such as shopping districts, government offices, Visitor Center, parking areas, schools, parks, hospital, airport, downtown, etc. This is a good public-private partnership project. The group hopes to solicit public input early in 1996.

People Trails 1995

The People Trails committee met several times in 1995 and decided to pursue the construction of a trail from Richards School to Haw Creek along Fairlawn Drive, 31st Street, and 30th Street. However, when the committee met with the residents of the proposed route, the residents did not want the trail. The committee will re-evaluate the route and its priorities at its next meeting.

Railroad Crossing Improvements

Since 1990, the City has been seeking federal funding for the installation of a railroad signal and an improved railroad crossing surface on South Gladstone Avenue. The Indiana Department of Transportation has informed the City Engineer that the requested funding has been approved and that the work will be completed in 1996.

Railroad Crossing Safety

Following the tragic train/school bus accident in suburban Chicago, the City Engineer and the Loss Prevention Coordinator inspected all railroad crossings in the city. Several minor signage deficiencies were noted and corrected. Three traffic signals on state highways which might be similar to the Chicago incident were reported to the state for their review.

Thoroughfare Plan

The City has been working for over five years to update its thoroughfare plan. The thoroughfare plan serves as a planning tool which is used by the planning and engineering staffs to determine the locations of streets in new subdivisions.

The old plan, adopted in 1968 and revised several times, has served the City well, but needs to be updated desperately. The engineering staff has made the completion of this plan a priority for 1996. Upon completion, the plan must be approved by the Plan Commission and the City Council.

7th Street Bridge Replacement

The city and county are working cooperatively to replace the 7th Street bridge over Haw Creek. The county is responsible for the bridge, but the city is responsible for the approaches to the bridge including the nearby intersection of 7th and Haw Creek Blvd. Construction of the project is expected to take place in 1998.

Highways To Go Metric

All highway projects which are federally funded must have metric plans beginning in October, 1996. The Federal Highway Administration (FHWA) and the Indiana Department of Transportation announced the conversion to metric dimensions in 1992. The conversion of signs, such as speed limits and distance signs, has not yet been mandated.

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